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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
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with which is incorporated the
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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.
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6.45 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m. to 11.15 p.m. ... Every hour.

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11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
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The Daily Press.

HONGKONG, MAY 22ND, 1908.

Nor at all unexpectedly, we have received an indignant letter from a Portuguese gentleman who resents the criticism of the ex-Governor of Macao that we published from the pen of an occasional contributor. We may mention that the said contributor has sources of information that entitle him to speak with a great deal more authority of Macao affairs than the gentleman who now desires to contradict him can claim. He pointed out, it may be remembered, that all Portuguese speak in the most respectful and admiring way of the ex-Governor, and we refrain from publishing the resentful letter referred to, not because we are disinclined to give all sides a fair hearing, but because its writer has so obviously misread and misinterpreted our occasional contributor's remarks. When, for instance, the failure of the Macao lottery scheme was attributed to the greed of "somebody in authority," that somebody was clearly not His Excellency the departed Governor. The whole tenor of the contribution was against any suggestion, only a hasty reader could have jumped at such a conclusion. What is certain is that there were many "somebodies in authority" who failed to give to the late Governor the loyal support and service that was his due. With passively, if not actively, malicious subordinates in Macao, and a corrupt officialdom in Lisbon, the position of His

Excellency was bound to become untenable, for even a stronger type of man than he. But our contributor's reference to the greedy ideas of "somebody in authority" fits somebody at Lisbon just as readily as it fits anybody elsewhere. Our contributor's critic says it is "entirely false" to say that half the Chinese have left Macao. It may not be entirely accurate, but that a very large number have abandoned Macao as the result of new legislation, in force or prospective, cannot be denied, and that it should have occurred during the regime of the ex-Governor certainly warranted inclusion in any review of his reign. The precise degree of his Excellency's responsibility for the conditions leading to it was not suggested; he was not wholly blamed for it, and he cannot be wholly exonerated. It seems no more to the purpose to point out that if business has gone from bad to worse at Macao, "so it has at Hongkong and all over the East." The suggestion is that business has become comparatively worse at Macao than at other Far Eastern places, and there appears to be ground for it; also for the hint that it is largely due to maladministration. The presentation of an address to his Excellency by the Lal Senado in no way discounts the vraisemblances of our casual contributor's comments; it rather strengthens them. There was and is no imputation against the integrity and good intent of the ex-Governor, who compares remarkably favourably with many of whom we have been reading lately. But at least he does not seem to have shown the strength or determination of a FRANCO.

Yesterday the plague total was increased from 334 to 356 cases.

Mr. C. G. R. Brinderson has joined the directorate of the Hongkong and Shanghai Bank in the place of Mr. Fuchs, resigned.

Opinion among the Chinese in Hongkong is divided on the subject of the Imperial Government's opinion resolution, though it is believed that the majority approve of the step which has been taken.

An amah in the employ of the compradore of Messrs. Loxley and Company, who stole jewellery to the value of \$635, and the coolie who was charged with receiving the same, knowing it to have been stolen, were at the Magistracy yesterday sentenced to six weeks' imprisonment each.

The "Tonyo Maru," the new steamer of the Toyo Kisen Kaisha which is to replace the "Hongkong Maru" on the Pacific run, arrived here yesterday from Yokohama and attracted a good deal of attention as she lay off Stonecutter. She is beautifully fitted up and is well designed for the trade her owners have in view. She has no less than six decks with a promenade area of 5400 feet. She is the first turbine steamer in port and her record will be watched with interest.

The typically American love of a joke was with Edison, as the lady interviewer who asked him if the world would ever become Christianised found out to her cost. For a minute or two Edison bowed his head as though the problem were too much for him: "And then his brow cleared, a smile rose to his lips, his eyes lost their profound expression, and he replied, 'Not only do I think that the world in time will become Christianised, but I believe we shall both live to see it.' Then, as the young woman gave an ecstatic upward glance, he added, 'Just look at the way these big improved machine guns are wiping out the heathen.'"

Fashionable and diplomatic circles in Wasington are bemoaning the fate which threatens not only to deprive them of the liberty occasionally to risk a "pony" on a favourite horse, but also to render illegal the favourite pastime of bridge and card playing generally. Their despair is due to the Anti Gambling Bill which the Senate has just sanctioned prohibiting in the most stringent terms all possible forms of gambling in drawing-rooms no less than on race-courses. If the action of the Senate is confirmed by the House of Representatives all people who play cards for the most trifling stakes, even in their own homes, or who bet on a horse race, boat race, or any other kind of race, or on an election or any contest of any kind, will be liable to a fine of \$100 and imprisonment for ninety days.

The Governor of the Windward Islands in Executive Council has decided to suspend Chief Justice J. Baydon Walker from his office of chief justice of Grenada pending the decision of the Secretary of State for the Colonies. The Chief Justice entered the Colonial Service eighteen years ago as Police Magistrate of Sierra Leone and was afterwards Judge of St. Vincent. In 1898 he was transferred to St. Vincent as Chief Justice, and has since served in a similar capacity in St. Lucia and Grenada. Chief Justice J. E. Walker has arrived in England from the West Indies. During the suspension of Chief Justice Walker, Mr. W. Sidney Shaw will continue to act as Chief Justice of Grenada and his place as Chief Justice of St. Vincent will be temporarily filled by Mr. Malcolm E. Martin, who is Barrister-at-Law of the Inner Temple and has presided in Grenada for some years with considerable success.

Mr. I. E. Channutt has joined the H.K.V. Corps and Sapper H. Watkins and Private H. J. Stevens are permitted to resign, while Sergeant McKirdy and Gunner W. Mackay are granted leave of absence out of the Colony, for nine months.

The seventh and last shoot for the subscription cups in connection with No. 3 Company H.K.V.A. (late Right Half No. 2 Company), will take place at Tai Hang Range on Sunday next, the 24th instant. The 200 yards range will be closed as soon as possible after 3.30 a.m.

A terrible tragedy was enacted on April 2nd in the courtrooms at Terre Haute, Indiana, where Henry McDonald was being tried for arson. The prisoner had just been found guilty, and the judge was pronouncing sentence when McDonald whipped out a revolver, which he had concealed about his person, and fired at the chief official of the town police force, who had been the principal witness in the case. The officer fell dead on the spot and without pausing a second the murderer emptied the remaining barrels of his six-shooter into the group of witnesses who had stood in the trial, and were lingering in the courtroom to hear the sentence. Five of them sustained more or less severe injuries, and then McDonald started to flip some cartridges into his weapon. Here the matter ended, for recovering from their first shock and bewilderment, the police had by this time drawn their own revolvers, and the murderer fell riddled by half a dozen bullets.

WHITE ANTS.

RAVAGES IN PUBLIC BUILDINGS IN FORMOSA. The white ants are a power in Formosa. The last parliament passed a bill for the expenditure of the sum of 39,380 for Keelung Hospital and 30,516 for Keelung Post Office, as the cost of repairing damages to these buildings from white ants.

These pests injure almost every building in Japanese style in Formosa, which for the most part consist of wood. For instance, the Keelung Hospital had been under repair from March to July last year, and those concerned were greatly worried, for no sooner had the work of repairing the injured parts been finished than the same parts were gnawed away and were just as bad as they had ever been. Most serious injuries were sustained by the Keelung Post Office, where pillars, beams, floors, and even mail bags were gnawed away. In a large room, provided for mail carriers, and so forth, a hundred rats were all destroyed. Astonished at this event, the postal officers replaced them by new ones at once, but on the very day this had all been done, it was found out that half of the new rats were again gnawed away.

PRIVATE ENTERPRISE.

Those persons with socialistic tendencies who wish to turn private enterprise (says the Australian Mining Standard) should study history, human nature, and political economy, before they air their primitive views. Some men are born to lead, others to follow. The great incentive to work is personal benefit. This may take the form of pecuniary reward or honour, depending on which the individual prefers. If private enterprise was done away with, the spur to extra work would be gone. It is well known that when work is scarce a man's idea of a fair day's work increases above that when work is plentiful, so that he does not care much if he gets sacked. How often do we hear of a Government official inventing something, compared with a similar number of private individuals. These men who can work and think harder than their fellows must rise to the top, their results are of a higher class, and they deserve a better remuneration than those who loaf or have less ability. Without the hope of an adequate reward few persons would trouble to exert themselves unnecessarily for the benefit of their neighbours. Legislation may change customs, but it cannot change human nature, and this is where man as an individual comes to grief. They think that by destroying private enterprise they will raise the mass. It is the ego, energy, and forthright of the private individual that has made the Empire. Gold mining did more to bring Australia before the world than anything else, yet the Government of the day tried to suppress it. The question may be asked: Where would the mining of the Commonwealth be, which finds employment for thousands of men, and enriches the coffers of the various States, but for private enterprise? Competition, the life of trade, which spurs men on to greater efforts, would be little more than a word except as between nation and nation. The more active spirits, finding no scope in a country where private enterprise did not exist, would go elsewhere, so the very men who are wanted would be driven away to competing countries, leaving their inferior and mediocre brethren to drift away. Whether we look at it from the standpoint of improving the human race or increasing business, the annihilation of private enterprise would prove an utter failure, and one which none could not be easily remedied. The economic effects of driving capital and credit from the country, thereby increasing taxes, etc., are all factors that have to be reckoned with. That alterations of social and economic relations must take place with a change in the times goes without saying. This has been so in the past, and will be so in the future; but that section of the public who consider that the workers should obtain the full results of their labour by overthrowing the present competitive system of capitalism, by instituting a system of public ownership and control of all the means of life, at least give evidence that they have failed to grasp the situation, and would bungle matters if placed at the helm.

WEATHER REPORT.

On the 21st at 11.55 a.m.—The barometer has fallen in E. Japan, and risen over W. Japan and N. China.

A depression which crossed the Sea of Japan yesterday, lies now in the Pacific to the S. of the Philippines.

Pressure is almost uniform and gradients very slight in other areas.

Light N.E. and variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—(N.E. or variable winds; light; fine; same as No. 1. South coast of China between Hongkong and Lamooka, same as No. 1. South coast of China between Hongkong and Hainan, same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

KING AND TSAR.

LONDON, May 21st.

King Edward will visit the Tsar of Russia on June 9th.

BRITAIN AND FRANCE.

LONDON, May 21st.

President Fallieres will visit King Edward on the 25th inst.

HOME LEGISLATION.

LONDON, May 21st.

The Premier has announced that a Reform Bill will be introduced and that the Government will not oppose the Woman's Suffrage Bill. The second reading of the Education Bill was passed by a majority of 165.

[The Reform Bill is presumably a measure for reforming the existing franchise.]

[REUTERS' SERVICE.]

THE NEW EDUCATION BILL.

LONDON, May 19th.

The Irish Nationalists have decided to oppose the second reading of the Education Bill.

REVIEW OF TROOPS AT ALDERSHOT.

LONDON, May 19th.

The King and Queen reviewed 30,000 at Aldershot. A feature of the review was the success of traction engines replacing artillery horses.

THE BRITISH ARMY.

LONDON, May 19th.

Lord Roberts, Lord Middleton and Lord Grenfell have renewed the attack on the Territorial Artillery scheme, pointing out that it is ridiculous to expect a respite of six months for training before the force is wanted in the field. Col. Lucas says that the Army Council never undertakes the difficulties of the scheme, but there was evidence with the Minister for War that the training would be made thoroughly efficient. Lord Tweedmouth says that it appeared that a fair trial of the Territorial Army would not be denied. The scheme was largely a gamble, but he would lay odds on its success.

THE QUEBEC TERCENTENARY.

LONDON, May 19th.

France has decided on an official participation in the Quebec tercentenary.

THE MACEDONIAN QUESTION.

LONDON, May 19th.

Mr. Ashley asked in the House of Commons concerning the progress of the Anglo-Russian negotiations re Macedonia. Sir Edward Grey in reply said that various points were still under discussion and that he was unable to add any further information.

DISTURBANCES AT HANKOW.

SHOPS WRECKED IN NATIVE TOWN.

A telegram to the Shanghai Mercury dated May 14th says:—As the Hankow authorities have prohibited vending on stalls and booths in the native town, coolies numbering about 5,000, have attacked and destroyed the ordinary shops still open. Japanese shops in the native town have also almost all been destroyed. The situation is grave and several persons have been wounded.

One battalion of troops and Chinese war ships have arrived here but the disturbances have not been suppressed. We are prepared for emergencies. If there is further danger the foreign warships are ready to land landing parties but they will probably not be needed. Incendiarism is feared.

We have received from Mr. T. Werner Laurie of London, for review, a book or pamphlet entitled "The Hunger Line," by "Bart Kennedy." We have read it, painstakingly read it, and we find it hysterical, stark, stinging, naked and unshamed hysteria. The man has been touched by real enough sorrows; if he is not merely a hypocrite, but to make a book he has deliberately exaggerated, over-coloured, even invented. No woman was ever sent to prison for neglecting to send her five year old infant to school—that we are sure. This "Bart Kennedy" is the illogical scribbler who perfected the slanted style of journalism till Punch bludgeoned him with a screaming parody of his irritating style. We cannot remember enough to quote, but it went something after this style. "Here am I, Bart Kennedy, by the sea-side. By the side of the sea, Bart Kennedy, Mr. Myself. On the sea-shore. Where the waves, the wet, wet waves, beat the shore. None is with me. I am here, by the sea, alone. Solitary. By myself—with my my keeper." Decidedly the author of "The Hunger Line" requires a keeper. Quotations would establish that, but we have not the heart to do it.

SUPREME COURT.

Thursday, 21st May.

BEFORE THE CHIEF JUSTICE
(Sir F. PIGGOTT).

IN CRIMINAL JURISDICTION.

THE HILLSIDE MURDER.

The Court was engaged all day yesterday in the trial of the three Chinese for the triple murder near Shatin in December of 1896. The prosecution by yesterday afternoon had called about ten witnesses, but more than double that number is yet to be heard.

The most interesting man in the box yesterday was Chan Yan, who formed one of the parties alleged to have killed the three people, and who turned King's evidence.

The informer, who looked very unhappy during his examination, said in reply to questions by the Attorney-General that on the 2nd December the three prisoners came to his mat and smoked opium. The second prisoner suggested that they should make a fortune and he asked how, to which the prisoner replied "If Luk Sang is caught there will be over \$100." The first prisoner remarked "It is good for you to go," and witness made answer that he was not strong enough. The first prisoner then said "If you were to work here for two months you would not make so much," to which he replied, "Very well, you go first. I will follow." All four then went up the hill, and when they caught sight of Luk Sang they agreed to walk on and pretend to be merely taking a walk. Witness had been instructed to say to Luk Sang "I hear you have selected a good grave site: will you show it to me." Accordingly when they came up to Luk Sang and his two companions witness put this question and Luk Sang replied "Very good: I will take you round. As they turned to go, the second prisoner called out "Lay hands on him." Witness, the first prisoner, and the third caught hold of Luk Sang. Witness was not strong enough to hold him. The second prisoner struck Luk Sang on the head from behind with a knife. He struck three blows and the man fell to the ground. Wong Sam Sui, who saw what happened, ran up to where Luk Sang had fallen and tried to seize hold of witness and the prisoners. The first prisoner called out "Seize him; fight with him." The first and third prisoners and witness caught him, and the second prisoner dealt him a blow with a knife and chopped him to death. The first and third prisoners and witness ascribed Luk Sang's body. While they were doing this the boy was crying and shouting out "Save life," and the second prisoner went up and killed him. Witness did not see how he was killed. Afterwards he asked the first and third prisoners if they had found anything, and the latter replied that he had found a watch, a gold finger ring and two bank notes of \$5. Witness found on Luk Sang three rolls of 20 cent pieces but told the others that he had found \$2 only. Becoming frightened he ran back to his mat, on the way throwing his bloodstained jacket into a stream, and afterwards he went into the country.

On the day of the murder he saw a knife in Chin Man Fat's clove and the others carried a small stick each. When he returned to the Colony he was entrapped. He was asked to meet a sergeant at the Police Station and was asked to stay there at the expense of the police. Afterwards he found he was under arrest. Cross-examined by Hon. Dr. Ho Kai—He did not know the name of the man who employed him at that time and he knew the names of very few of the other men in the mat. Hearing adjourned.

SINGAPORE COMMENT.

It is very gratifying to see from the report of the Registrar-General in Hongkong, that there now exists an excellent working understanding between his department and that of the Chinese Protectorate here, over that important question, says the Free Press. For long it was known that the very gravest abuses prevailed in relation to the coolie trade from the China ports to Singapore, including the further distribution of the coolies to other places for which this port was merely an intermediary. The Chinese Protectorate did best what could be done to detect abuses and to ensure that the coolies who came here undertook to make a labour contract knew what he was doing. But it was felt that more should be done to safeguard the coolie at the port of departure, by instituting the closest possible investigation into the conditions under which he was being induced to emigrate. The improvement in the system at Hongkong and the more effective way in which the authorities at that port and Singapore are controlling the movement of Chinese to the Straits, is due to the personal discussion that took place between the heads of the two departments, whilst Mr. Barnes, the Singapore Protector of Chinese, was passing through Hongkong. Such a discussion was worth reams of correspondence and many months of time, and the only thing now that remains to be said is that it is arranged that in alternate years the Straits Protector of Chinese visits to Amoy and Swatow, and the Hongkong Registrar-General comes to Singapore and takes a run through the Federated Malay States section dealing with Chinese emigration, that there now exists an excellent working understanding between his department and that of the Chinese Protectorate here, over that important question, says the Free Press. For long it was known that the very gravest abuses prevailed in relation to the coolie trade from the China ports to Singapore, including the further distribution of the coolies to other places for which this port was merely an intermediary. The Chinese Protectorate did best what could be done to detect abuses and to ensure that the coolies who came here undertook to make a labour contract knew what he was doing. But it was felt that more should be done to safeguard the coolie at the port of departure, by instituting the closest possible investigation into the conditions under which he was being induced to emigrate. The improvement in the system at Hongkong and the more effective way in which the authorities at that port and Singapore are controlling the movement of Chinese to the Straits, is due to the personal discussion that took place between the heads of the two departments, whilst Mr. Barnes, the Singapore Protector of Chinese, was passing through Hongkong. Such a discussion was worth reams of correspondence and many months of time, and the only thing now that remains to be said is that it is arranged that in alternate years the Straits Protector of Chinese visits to Amoy and Swatow, and the Hongkong Registrar-General comes to Singapore and takes a run through the Federated Malay States section dealing with Chinese emigration, that there now exists an excellent working understanding between his department and that of the Chinese Protectorate here, over that important question, says the Free Press.

Such is a summary of rules and regulations of the Trade-Mark Law in force in this country. The Bureau concerned is firmly determined to continue to strictly enforce these provisions, and it is desirable that all foreigners interested should bear in mind the law and its clauses and avoid being made the dupes of others.

JAPANESE TRADEMARK LAW.

NEGLECTFUL FOREIGN FIRMS.

The Japan Times publishes the following authorized statement regarding the Trade-Mark Law and its working in this country, and a careful perusal of it will prove useful to those who are interested in the trade-mark question.

Recently various complaints have been received from foreigners about alleged cases of trade-mark infringement. They do not stop at finding fault with the morality of our merchants and manufacturers, but go the length of saying that our Trade-mark Law itself is defective. This is all very regrettable; but still more so in the tendency on the part of some of them to entertain doubts as to the policy and principle followed by the Patent Bureau. It need be hardly pointed out that the Bureau, in conducting examinations and giving judgment, has always been guided by the policy of justice and impartiality so that it shall be consistent throughout in the administration of its business. Not only that but the Bureau endeavours to protect all those who are legitimately engaged in business, as well as to do all in its power to keep under control the wrong-doers. Such being the attitude of the Bureau it falls due on those who wish to receive the protection of our Trade-mark Law to fully acquaint themselves with the provisions and spirit of the said law and aim at not losing the protection extended by it.

The Trademark Law of Japan adopts the principle of priority of registration, a principle which obtains in the continental countries of Europe. Hence it becomes important for Britishers and Americans who are accustomed to a law radically different from ours in this respect, to carefully note the provisions of our Trade-mark Law and to address when need for it arises. Article II of the Trade-Mark Law provides that registration shall be made to all those trade-marks which tend to deceive or work fraud on the public and also to those which are exactly identical as or bear close resemblance to trade-marks which had been put in use by others previous to the date of enforcement of the said law, namely, July 1st 1899, and still continue to be so used. If a trade-mark which has received registration happens to be in violation of this rule, any interested person may bring action at the Patent Bureau and seek judgment for the registration thereof. But action for nullification on the ground of previous use by another, or of identity or of close resemblance, will be accepted, when such action is taken within three years from the date of registration of a trade-mark, as provided in Art. X of the Trade-mark Law. In other words no trade-mark which was in use previous to July 1, 1899, and continues to be in use in Japan will be registered in favour of any person other than its original owner, irrespective of its having or not having been registered by the owner. But should a trade-mark happen by mistake to receive registration (in favour of a person other than its original owner) the registration becomes good and legal after the lapse of three years. Such being the case, it is advisable for those parties who make use of trade-marks which are not yet registered in this country, and which are entitled to receive the protection of the aforesaid provisions, to submit to the Patent Bureau copies thereof, together with evidence that they have been put to use in this country previous to and since July 1, 1899, so that they may be referred to when the Bureau conducts examinations and enquiries.

As regards the case of two or more registered and non-registered trade-marks coming into conflict with one another or of the conflict occurring between a registered and a non-registered trade-mark, Art. XX of the Trade-mark Law provides that the interested parties may sue at the Patent Bureau for judgment to determine and recognize their right. It would be convenient for those who are under doubts arising from the resemblance of trade-marks, to seek judgment in view of the provision just referred to. As to the question of the degree of resemblance it will be decided by Judges on fact in exercise of their power of determination. But generally stated all trade-marks which bear close resemblance to another in their main feature will be classed as imitation, even though they may differ in minor respects. That is not all. Though dissimilar in the principal portion a trade-mark will be regarded as an imitation of another, when it is a copy of the latter or when it is a general appearance. Imitation comes under two categories, namely, imitation in appearance and imitation in appellation, and both are dealt with accordingly. It should thus be seen that the definition of imitation is not at all so narrow as imagined by a section of foreigners.

In case the owner of a registered trade-mark, after its registration makes false representations as to the place of production, the quality and so on of commercial articles on which he uses the trade-mark, Art. VI of the Trade-Mark Law provides that the Director of Patent Bureau power to cancel its registration. As to those trade-marks which registration of which had been applied for and which come under the operation of the said provision, it should be remembered that their registration will be refused in observance of the aforesaid Art. II which provides "Registrations will not be granted to trade-marks which tend to deceive or work fraud on the public." It follows that despite the complaints of some foreigners, no room is left for the existence of any trade-mark wrongfully registered; it may be that the infringement of registered trade-marks is rigorously punished in accordance with Trade-mark Law.

Such is a summary of rules and regulations of the Trade-Mark Law in force in this country. The Bureau concerned is firmly determined to continue to strictly enforce these provisions, and it is desirable that all foreigners interested should bear in mind the law and its clauses and avoid being made the dupes of others.

CHINESE STUDENTS IN TOKYO.

OPPOSE THE BOYCOTT.

An association of Chinese students studying in Tokyo held a lecture meeting on May 10th at the Koto Engei-kai Chamber at Kagurazaka, Ushigome, Tokyo, with a view to denouncing the boycott movement in South China. According to an account in one of the Japanese papers, the meeting was largely attended, the audience numbering about 300. Chief students from the two Kwangtung A-bodies of the students belonging to the students' association known as Paochanghui seem to have regarded the holding of the meeting as a revolutionary movement, and it was apparent that they entered the hall that their purpose was to break up the meeting. One of the number ascended the platform and declared that the boycott movement in Canton was a retaliation which China was justified in indulging in. The remark aroused wild excitement among the Kwangtung students, while the friends of the speaker cheered him on. Some of the former rushed on to the platform and pulled down the speaker, and general disorder ensued. It looked as if the Paochanghui were going to be roughly handled when the police officials present stepped in, and put a stop to the proceedings.

Postage \$2.75 any part
of the World

SHIPPING.

ARRIVALS.
CHEONGHING, British str., 1,356, Liddell, 21st May—Tientsin via Chefoo 15th May.
General—Jardine, Matheson & Co.
HAILAN, French str., 377, O. A. Heng, 21st May—Hohow 20th May, General—A. R. Marty.
ITHAKA, German str., 1,450, Vogel, 21st May—Chinkiang 18th May, General—Hamburg-Amerika Linie.
KWANGLOZ, Chinese str., 21st May—Canton.
YOKO MARU, Japanese str., 2,044, N. Waka-take, 21st May—Moji 15th May, Coal—Mitsui Bussan Kaisha.
LOWTHER CASTLE, British str., 2,717, W. Lightoller, R.N.R., 21st May—Kobe via Moji 16th May, General—Shewan, Tomes & Co.
SIMONGAN, Dutch str., 1,302, H. Vos, 21st May—Samarang via Pulo Laut 11th May, Sugar—Chinese.
TENYO MARU, Japanese str., 7,265, Philip H. Going, 21st May—Yokohama 16th May, General—Toyo Kisen Kaisha.
YAKAMA, Italian str., 2,384, N. Nielsen, 21st May—London 12th April, & Singapore 15th May, General—Nippon Yusen Kaisha.

CLEARANCE
AT THE HARBOUR MASTER'S OFFICE.
 21st May.
Leaving, British str., for Coast Ports.

DEPARTURES.
ACHILLES, British str., for Singapore.
ALCANTARA, British str., for Singapore.
CLAN MACILLAN, Br. str., for San Francisco.
DERKINGHIRE, British str., for Saigon.
HUGHOW, British str., for Canton.
MOYNE, British str., for Takao.
NINGPO, British str., for Canton.
OCEANO, British str., for Canton.
P. STORMUND, Ger. str., for Manila & Sydney.
SIGNAL, German str., for Halphong.
TUWONG, Dutch str., for Batavia.
YOCOW, British str., for Amoy.

SHIPPING REPORTS.
 The English str. *Cheonghing* reports: Light variable winds and sea, fine weather.

VESSLS IN DOCK. May 21st.

ABERDEEN DOCKS.—*Norsborg*, *Victoria*, *Fiume*, *H.M.S. Witing*, *Larkin*, *Taiwan*, *Lung Tsing*, *Chen*, *Lo*, *Kianglung*, *Anglia*, *Dojin*, *Marn*, *Quinta*, *Lia Tsa*.
COSMOPOLITAN DOCKS.—*Sabine*, *Richmers*, *Reider*.

VESSLS ON THE BERTH.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARABOON APCAR"

Captain A. Storer, will be despatched for this above Ports TODAY, the 22nd inst., at 10 A.M., and as previously advertised. This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 22nd May, 1908. 847

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING"

Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 22nd May, at 11 A.M.

For Freight or Passage, apply to
 DOUGLAS, LAPEL & Co., General Managers.
 Hongkong, 19th May, 1908. 864

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For HONGKONG AND NEW YORK.

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For Freight and Further information, apply to
 DODWELL & CO., LD., Agents.
 Hongkong, 21st May, 1908. 672

"GLEN" LINE OF STEAMERS.

For LONDON AND ANTWERP

THE Steamship

"GLENBARN"

Captain W. Haughton, will be despatched as above on WEDNESDAY, the 10th June.

For Freight apply to
 MCGREGOR BROS. & GOW.
 Hongkong, 18th May, 1908. 861

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE

For SALINA CRUZ, MEXICO.

THE Steamship

"MARIE"

Captain G. E. Christiansen, will be despatched for the above Ports via MOY, JAPAN, on THURSDAY, the 11th June, at 5 P.M.

For Freight or Passage, apply to
 CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansions.
 Hongkong, 5th May, 1908. 804

"SHIRE" LINE OF STEAMERS, LD.

For LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"

Will be despatched for the above Ports on or about the 22nd June, 1908.

For Freight or Passage, apply to
 SHEWAN TOMES & CO., Agents.
 Hongkong, 19th May, 1908. 865

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Newoon are marked "1," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 3rd June.
LONDON & ANTWERP VIA SUEZ CANAL	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 10th June.
LONDON & ANTWERP VIA SUEZ CANAL	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 22nd June.
HAYRE & HAMBURG VIA STRAITS & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-day.
HAYRE & HAMBURG VIA STRAITS & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 15th June.
HAYRE & HAMBURG VIA STRAITS & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 12th July.
HAYRE & HAMBURG VIA STRAITS & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 26th inst., at 1 P.M.
HAYRE & HAMBURG VIA STRAITS & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 28th June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 1st June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	Beginning of June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 14th June, at D'light
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 3rd June, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 25th inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About end of June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at 5 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 6th June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 4th June, at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 18th June, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 28th inst., at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 6th June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 8th June, at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 11th June, at 5 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 23rd inst., at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 28th inst., at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 12th June, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 18th June, at 5 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 10th July, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 24th June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 22nd inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-morrow.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 10th June, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	Quick despatch.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-morrow, at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 4th June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 2nd June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 28th inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-day, at 10 A.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 22nd inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 25th inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 25th inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 28th inst.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	About 23rd June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	End of May.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 8th June.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	Quick despatch.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 24th inst., at 10 A.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-day, at 11 A.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-day, at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 20th inst., at 4 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 30th inst., at Noon.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 27th inst., at 3 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 28th inst., at 3 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	On 30th inst., at 3 P.M.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	Quick despatch.
MARSEILLES, ROTTERDAM & HAMBURG & C.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	Quick despatch.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU, Tons 8761 Capt. F. E. Cope	WED. 27th May, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	KANAGAWA MARU, Tons 6169 Capt. N. Ohno	WED. 10th June, at Daylight
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	AKI MARU, Tons 6444 Capt. M. Yagi	TUESDAY, 26th May, at 4 P.M.
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	IYO MARU, Tons 6320 Capt. S. Ishikawa	TUESDAY, 9th June, at 4 P.M.
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	YAMAGUCHI MARU, Tons 5617 Capt. K. Homma	FRIDAY, 12th June, at Noon
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	NIKKO MARU, Tons 5539 Capt. T. Harrison	FRIDAY, 10th July, at Noon
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	WAKASA MARU, Tons 6253 Capt. N. Nielsen	SATURDAY, 23rd May, at Noon
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	KAGOSHIMA MARU, Tons 4687 Capt. T. Arakawa	SATURDAY, 23rd May, at Noon
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	TAKASAKI MARU, Tons 4746 Capt. A. Mooker	THURSDAY, 28th May, at Noon
SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YAMAGUCHI	NIKKO MARU, Tons 5539 Capt. T. Harrison	WED. 10th June, at Noon

* Calling at Keelung.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
 MANAGER.

Hongkong, 19th May, 1908

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STREAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAYRE, COPENHAGEN, and GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOK	"CURIOSITY"	About 24th June.

For Further Particulars, apply to

Hongkong, 6th May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN
 VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	About 25th May.
MARSEILLES VIA PORTS	"YARBA"	On 26th May, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours' Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
 P. NALIN, ACTING AGENT,
 Queen's Building.

Hongkong, 19th May, 1908.

NORTHERN PACIFIC LINE.

EASTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
"SHAWMUT"	2,606	E. V. Roberts	On 6th June.
"TREMONT"	2,606	T. W. Garlick	On 23rd July.
"SUVERIO"	2,632	W. Shotton	On 18th August.
"KUMERIC"	2,632	Cowley	On 18th August.

† Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MOJI, KOBE and YOKO	FALEMO	About 22nd	Freight and Passage.
HAMA	Capt. J. B. Ferguson	May	
SHANGHAI, MOJI, KOBE, NAMUR		About 22nd	Freight and Passage.
and YOKOHAMA	Capt. H. W. Keurick, R.N.S.	May	
SHANGHAI	ARCADIA	About 28th	Freight and Passage.
	Capt. A. L. Valentini	May	
LONDON via USUAL PORTS	DELTA	Noon, 30th	See Special of Call.
of Call	Capt. H. W. Snow	May	Advertisement.
LONDON and ANTWERP	SUMATRA	About 3rd	Freight and Passage.
via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. E. W. Bruce	June	

For further Particulars, apply to

Hongkong, 22nd May, 1908.

F. J. ABBOTT,
Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO, and TIENTSIN	HUICHOW	On 23rd May, 4 P.M.
MANILA	"TAMING"	On 26th May, 4 P.M.
CEBU and LOILO	"KAIFONG"	On 27th May, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 27th May, 4 P.M.
MANILA, ZAMBOANGA, TUESDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 28th May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms, and Dining
Saloon.AUSTRALIAN STEAMERS have superior accommodation, with Electric Light through-
out, and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.SHANGHAI STEAMERS have good Saloon, Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to

Hongkong, 21st May, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Friday, 22nd May, Noon.
MANILA	"LOONGSANG"	Friday, 22nd May, 4 P.M.
TIENTSIN	"CHEONGSHING"	Tuesday, 26th May, Noon.
SHANGHAI	"HANGSANG"	Wednesday, 27th May, Noon.
SHANGHAI, YOKOHAMA, KOBE and MOI	"POOKSANG"	Wednesday, 27th May, Noon.
MANILA	"YUENSANG"	Friday, 29th May, 4 P.M.
SINGAPORE, PENANG, CALCUTTA, KUTSANG	"KUTSANG"	Saturday, 30th May, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMANG" and "YUENSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchwang.

Telephone No. 61

For Freight or Passage, apply to

Hongkong, 22nd May, 1908.

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Tuesday, 26th May, at 9 A.M.
NAPLES, GENOA, GIBRAL- TAR, SOUTH AMPTON, ANTWERP & BREMEN	"BUELOW"	Wednesday, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About Wednesday 3rd June.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd May, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.Taking Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Leyantia, Black Sea and Baltic Ports,
and all North and South American Ports,
Also via Aden or Port Said, by the Company's Arabian and Persian Services, to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE S.S. DORTMUND ... 25th May	FOR HAVRE & HAMBURG S.S. SENEGAMBIA ... 22nd May
FOR SHANGHAI, YOKOHAMA & KOBE S.S. ISTRIA ... 8th June	FOR MARSEILLES, ANTWERP, BREMEN & HAMBURG S.S. SITHONIA ... 1st June
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SAXONIA ... 16th June	FOR HAVRE & HAMBURG S.S. SCANDIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SILVIA ... 26th June	FOR MARSEILLES, ROTTERDAM & HAMBURG S.S. BRISGAVIA ... 28th June
FOR SHANGHAI, YOKOHAMA & KOBE S.S. SLAVONIA ... 8th July	FOR HAVRE & HAMBURG S.S. DORTMUND ... 12th July
S.S. ITHAKA ... For CHINKIANG S.S. KOWLOON ... For THINGTIAU, NAGASAKI & VLADIVOSTOCK	COAST SERVICE. On 28th May. On 2nd June.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. "EMPERESS OF CHINA" 6,000 Tons	THURSDAY, 4th June ... 22nd June
"EMPERESS OF INDIA" 6,000 "	SATURDAY, 18th June ... 4th July
"LENNOX" 7,700 "	THURSDAY, 18th June ... 17th July
"EMPERESS OF JAPAN" 6,000 "	SATURDAY, 4th July ... 25th July
"MONTAGLE" 6,183 "	SATURDAY, 11th July ... 1st Aug.
"EMPERESS OF CHINA" 6,000 "	SATURDAY, 25th July ... 15th Aug.
"GLENFARG" 3,700 "	SATURDAY, 8th Aug. ... 8th Sept.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.S.S. "MONTAGLE," "LENNOX" and "GLENFARG" are calling at
SHANGHAI, NAGASAKI, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers ... \$40. ... \$42.
and 1st Class Railways ...First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian Pacific direct Line.R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for the class.Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES for all classes, granted to Missionaries, Members of the Naval
Military, Diplomatic and Civil Services, and to European Officials in the Service of China
and Japan Governments.For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,
Singapore, Hongkong, Chiuwang, (Peking Tientsin), Kobe, Yokohama,
Genoa to Hongkong in 20 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland ... } via Vancouver
Passengers to Overland and Europe ... }
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 25 DAYS

HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL MAGON ... 4th June	MALTE ... 12th Oct.
AMIRAL EXEMANS ... 25th July	CEYLAN ... 26th Nov.
QUESSANT ... 27th July	CORSE ... 11th Jan. 09

No Passengers. † Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth cabins. All Round the World. Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 23rd May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 30th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th May, 1908.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND
SUZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE ... On 27th May, 5 P.M.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 22nd May, 1908.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW	"DAIJI MARU"	SUNDAY, 24th May, at 10 A.M.
ANPING VIA SWATOW	"FUKUSHU MARU"	WEDNESDAY, 27th May, at Daylight.

These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Amidsips. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th May, 1908.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	AMOY	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June
TJIKINI	JAPAN	First half of June	JAVA	First half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILLIWONG	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.

Hongkong, 20th May, 1908.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—

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Japan Office:—

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YOKOHAMA.

DAVID GORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPULING
ARNHOLD, KARBURG & CO.
Sole Agents.
994

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908.

SIEN TING.

SURGEON DENTIST.

No. 10, MANULAN STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905.

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI."

Which applies to all Branch Offices.

All Letters to be Addressed to:

MANAGER, MITSU BISHI CO.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KATATSU

SHANGHAI, HONGKONG, &

HANKOW.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRABING & CO.

MANILA: Messrs. MAONBAY & CO.

SOLE PROPRIETORS of Takashima,
Ochi, Namazawa, Shinaw, and Hojo Collieries
and
SOLE AGENTS for MIYAO and KISHIDAKE
COALS.

Y. SHIBUYA, Acting Manager,

No. 2, Pedder Street, Hongkong.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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